| 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|
| CAZRI Moth-1 | 1999 | 5.5-6.5 | All mothbean growing areas | Drought tolerant, yellow mosaic virus resistant. |
| **HORSEGRAM** | | | | |
| AK-21 | 1999 | 8-8.5 | Punjab, Haryana, Rajasthan, Delhi and Western Uttar Pradesh | Tolerant to anthracnose, early maturing suitable for rainfed areas. |
| Paiyur-2 | 1999 | 8-8.5 | Andhra Pradesh, Karnataka and Tamil Nadu | Suitable for September-October rainfed situations in groundnut and gingelly sequences in South Zone. |
| **GUAR** | | | | |
| RGC-1002 | 1999 | 10 | All guar growing areas | Suitable for rainfed conditions |
| RGC-986 | 1999 | 10 | All guar growing areas | Suitable for rainfed conditions |

**AC coaches in Utkal Express**

*651. MS. MABEL REBELLO: Will the Minister of RAILWAYS be pleased to state:

(a) what has been the percentage of utilization of First AC berths in trains during the last three years, zone-wise;

(b) the percentage of Second AC seats that were sold out, during the same period;

(c) whether it is a fact that Utkal Express has First AC twice a week, and nobody knows about it and hence, nobody travels in it;

(d) whether it is also a fact that,the Station Master and TCs

never disclose that First AC coaches are attached, even when the MPs are travelling; and

(e) if so the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) and (b) The information regarding utilisation of First AC and Second AC berths of all trains for the last three years is not available for all zonal railways. The information regarding utilisation of these berths for the last one year is as under:—

| Railway | Percentage utilisation | |
|---|---|---|
| | First AC | Second AC |
| Central | 47 | 78 |
| Eastern | 57 | 95 |
| Northern | 60 | 69 |
| North Eastern | 98 | 89 |
| Northeast Frontier | 84 | 86 |
| Southern | 51 | 51 |
| South Central | 61 | 92 |
| South Eastern | 72 | 100 |
| Western | 51 | 77 |

(c) No, Sir. In 8477/8478 Kalinga Utkal Express train a composite First AC coach runs once a week. This coach has ten First AC berths. This has been introduced with effect from 21.1.2002 in Train No. 8477 Puri-Nizamuddin Kalinga Utkal Express and with effect from 25.1.2002 in Train No. 8478 Nizamuddin - Puri Kalinga Utkal Express. The percentage utilization of First AC berths in these trains has been generally low.

(d) No such case has been reported.

(e) Does not arise.